

March 17, 1993

CD-93-07 (LDV/LDT/SM/ICI)

Dear Manufacturer:

SUBJECT: Computer Update Workshop

ANN ARBOR. MICHIGAN 48105

EPA will hold a workshop Wednesday, April 7, 1993 at 1:30pm to discuss updates to the computer data and processing system for 1994 and later model years. EPA will present an overview of the Evaporative Information and Manufacturer Test Data systems, both of which are newly implemented systems and were not discussed at our last workshop.

The workshop will be informal and questions from the floor are encouraged. EPA will attempt to answer any written questions received by April 1, 1993 in its planned presentation. Direct your questions to Eric Zellin, US EPA, 2565 Plymouth Road, Ann Arbor, MI 48105 or Fax 313/741-7869.

EPA has prepared a revised data supplement containing revisions to Chapters 1 to 7. The revised data supplement is available on computer diskette in the Wordperfect 5.1 format and should be available on March 17, 1993. Contact Maureen McClorey at 313/741-7888 to receive copies of the data supplement.

Enclosed with this letter are revised copies of several computer data formats usable for 1994 and later model years.

Sincerely yours,

Robert E. Maxwell, Director
Certification Division
Office of Mobile Sources

Enclosures

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Changes to Input Forms

March 10, 1993

This list of changes identifies changes to input forms made since the distribution of the Manufacturer letter dated September 25, 1992. Several of these changes were described at the manufacturer's workshop held at EPA in Ann Arbor on October 19, 1992.

CSC-EPA/NVFEL Computer Operations Manufacturer Job Request form.

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This form was included in the Data Supplement but was not included with the Manufacturer letter. The following changes have been made to the form:

- A new line has been added for the new Running Changes (1994 and Later) input form under system project number 1245.
- The previous Running Changes input form used for model years before 1994, under project number 1216, has been identified as used or 1993 and earlier.
- A new line has been added for a new form used to enter data for 1994 and Later Evaporative System Information.
- New lines have been added for new forms used to submit 1994 and later Manufacturer Test Data.
- Other minor textual changes have been made.

Engine System Information

- Additional On-board Diagnostics input cards have been added to increase the number of on-board diagnostic codes that can be entered from 15 to 60.

- A place has been added where the *Vehicle Information Manufacturer Code* should be entered when forms are submitted

at the input window at EPA. This is not used when data is submitted electronically.

- Coding for *DF TYPE* on EE card has been expanded and redefined as follows:

Standard AMA per 40 CFR 86.094-13(c)

1 : Standard AMA/DDV full mileage

2 : Standard AMA/DDV partial mileage -DF projected
from partial mileage

Substitute AMA per 40 CFR 86.094-13(c), as equivalent to
AMA with same stops/mile and speed distribution

3 : Substitute AMA/DDV full mileage

4 : Substitute AMA/DDV partial mileage -DF projected
from partial mileage

Accelerated Whole Vehicle Service Accumulation (ASADP) per
40 CFR 86.094-13(e) -Involving a complete vehicle run or a
service accumulation cycle where a lesser number of more
severe miles has been equated with the useful life mileage.

5 : ASADP/DDV full mileage

ASADP (Bench Technique) per 40 CFR 86.094-13(e) -Involving
aging key components off the vehicle. (Sometimes combined
with a minimal amount of whole vehicle operation, e.g.,
vehicle operation to 4000 miles)

6 : ASADP/Bench technique

Assigned DF Based on Manufacturer Data -calculated per 40
CFR 86.094-13(g)

7 : Mfr assigned DF

EPA Assigned DF

8 : EPA assigned DF

LDT Standard Self Approval Method per 40 CFR 86.094-13(f)

9 : LDT Self approved DF

Production AMA Method per 40 CFR 86.094-13(d)

W : Production AMA/DDV Full mileage

X : Production AMA/DDV partial mileage -DF projected
from partial mileage

Codes 'A', 'D', and 'S' should no longer be used.

- The back of the ESI forms have been modified to provide
a better explanation of several input fields.

-The back of the ESI Standards and DF Special Entry Form has
been modified to remove the requirement to enter additive term
0.0 for multiplicative DFs and multiplicative term 1.0 for
additive DFs. The ESI system will print 'N/A' on reports for
the additive term if the additive term is blank for a
multiplicative DF. Likewise, 'N/A' will be printed for the
multiplicative term if the multiplicative term is blank for an
additive DF.

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The descriptive text on the Engine Family and System Input
Form input card 'EA' has been modified to indicate that the
first sales area on the card is Federal low-altitude and the
third is Federal high-altitude. Manufacturers should note that
both sales areas are Federal sales areas.

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The number of type 'EG' Emission Specification Cards on the
ESI and Standards and DF Special Entry Form has been increased
from eight to ten.

Evaporative System Information

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A new form, the Evaporative System Information Input Form is

included. The Evaporative System Information Input Form is a preliminary version of a new form that EPA plans to use for the submission of evaporative system information. This form is based on the Engine Systems Information Input Form and is very similar. Differences from existing 1994 ESI forms include the following:

1 .

Card type codes begin with the character 'P' instead of 'E'.

2 .

Two new fields have been added to the first input card, the type 'PA' Evaporative System Identification Card, that were not present on the type 'EA' Engine System Identification Card: *Federal Fuel Type* and *California Fuel Type*. Values of these codes are identical to the codes entered in columns 9 of engine family names and are required because they are needed by the program to assign default values of evaporative emission standards. Engine family names contain the information necessary to assign default values of emission standards for Federal sales areas; however, evaporative family names do not contain similar information, which makes it necessary to provide the information elsewhere. *Federal Fuel Type* must be entered when an evaporative family will be sold in Federal low-altitude or Federal high-altitude sales areas; *California Fuel Type* must be entered when an evaporative family will be sold in 50-state or California-only sales areas.

When EPA implements the Evaporative Information System, manufacturers may submit input data in the same files as engine systems information; reports will be written to the same report file. Engine and evaporative systems input data may be intermingled. Data for both systems will be processed by the same computer program and stored in the same computer data base.

Vehicle Information Sheet

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The back of the Vehicle Information Sheet has been revised to include an update list of V.I. Manufacturer Codes and to remove the descriptions of the Durability Vehicle Id and Assigned DF fields. These fields had already been removed from the front of the form.

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Transmission configuration code 23 - C-6 has been added to the back of the form.

Measured Fuel Properties

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An updated input form has been provided with additional fields for methanol alternative-fueled vehicles.

Manufacturer Test Data

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Additional forms have been provided for evaporative tests and the evaporative result fields have been removed from the City/Highway forms.

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It has been determined that the Cold CO Methanol FFV Form is not required. This form is being deleted.

- The *Quick Check* field has been added for Cold CO tests.

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A new field, the *Test Group Code* field, has been added to the input forms for city/highway and evap tests. This field will be used to associate related tests such as city and evap tests. For city tests, the program will assign the test number as a default value for *Test Group Code* if the entered value is blank. For evaporative emission tests, manufacturers should enter a value of *Test Group Code* that is the same as the value for the corresponding city test. If city and evap data is initially submitted together, the manufacturer cannot know what city test number will be assigned by the program before the data is processed; manufacturers should therefore assign their own value of *Test Group Code* to both tests if this occurs.

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The *Average code* field that was included on the pre-1994 forms has been added to the new forms.

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A 'TZ END' End of transaction card has been added to each input form.

Summary Sheet

The first letter of the card type code has been changed from 'Q' to 'X'.

Summary Sheet and Running Change

- A place has been added where the *Vehicle Information Manufacturer Code* should be entered when forms are submitted at the input window at EPA. This is not used when data is submitted electronically.

- The fields for emission type (*EM TYPE*) on card X3 (formerly Q3) and card R3 have been removed and as a result, the starting column of each test number has changed. The backs of the forms have been modified to reflect the changes.

- The field name '*ETW RANGE*' on card 5 has been changed to '*ALVW* or '*ETW RANGE*'.

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The field '*AXLE RATIO*' on card 5 has been replaced with '*N/V RATIO*' and the position of the implicit decimal point has been changed accordingly.

- The field name '*RHLP*' on card 5 has been changed to '*DPA*'